

AFFAIRS OF THE RAILWAYS.

Personal, Local and General Notes.

The Pennsylvania lines west of Pittsburgh, in the month of January, show an increase in passenger earnings of \$52,600 over those of January, 1890.

George W. Stevens, purchasing agent of the Ohio & Mississippi, spent Sunday in the city, the guest of assistant general manager Barnard, of the Big Four.

F. A. Husted, superintendent of the D. & M. division, Cincinnati, Hamilton & Dayton, will on Sunday next, move his headquarters from Toledo to Lima, O.

H. R. Doring, assistant general passenger agent of the Pennsylvania, will be in the city for another extended Southern tour, his wife accompanying him.

The Atchison, Topeka & Santa Fe people claimed to have carried 10 per cent. of the business between Kansas City and Chicago last year, which is certainly a good beginning.

V. T. Malott returned to Chicago last night, and on Wednesday will make an inspection of the Chicago & North Western, and will be discharged as receiver of the Chicago & Atlantic.

The division headquarters of the Chicago, Burlington & Quincy at Creston, Ia., are to be abolished and the territory divided into Council Bluffs division as an economical measure.

J. H. Kerckhoff has been appointed superintendent of the car department of the Lake Shore road, his office to be in Toledo, vice J. B. Marble, resigned. Mr. Kerckhoff goes from Marion, Ind.

A. C. Hildeknecht, of Meadville, Pa., has been appointed superintendent of the Meadville & Erie road, and has appointed T. J. Blair its general manager, the appointment taking effect last Saturday.

Judge Walker has set Feb. 25 as the day for trial of the case of the Union Pacific against the Indianapolis, Decatur & Springfield and the Indianapolis, Decatur & Western Railroad Company.

G. D. Kendrick has been appointed contracting agent of the Continental line at Kansas City, vice E. E. Tomlinson, resigned. Mr. Kendrick for some years has been with the Memphis & Charleston road.

Under its retrenchment policy, the Union Pacific is to close its freight office at Kansas City, appointing a commercial agent for that point. This action throws some twenty-five men out of positions.

The B. & O. Southern road earned in 1890, Gross, \$2,949,457 net, \$811,000, the road being operated on 65 per cent. of its gross earnings. The surplus is sufficient to pay a 4 per cent. dividend.

The Supreme Court of Georgia has just decided that a passenger conductor has no right to put a passenger off a train who has no ticket and who refuses to pay more than the rate would have been had he purchased a ticket.

The Pennsylvania Company contemplates removing its shops located at Crestline, O., to Mansfield, where improvements have been offered which will be a great advantage. It will be a much more convenient point for the shops.

District Passenger Agent Rhein, of the Cincinnati, Hamilton & Dayton, fears that the statement as to the shortage in one of the ticket offices will be construed as meaning Indianapolis, when, in fact, it is Cincinnati.

President Ingalls, of the Big Four, will have a conference with his general officers to-day, and will, in a day or two, leave for a trip over the Chesapeake & Ohio road, his wife being much better as to admit of his leaving home.

While the Western Traffic Association, which was to revolutionize the railroad methods, is doing absolutely nothing, the Chicago, Kansas City & St. Louis road is straining every nerve to entice business from the association lines.

President Mackey contemplates expending \$300,000 this year in improvements to the Evansville & Terre Haute road. The traffic passing over the line necessitates rebuilding of many bridges and trestles, and improving the road-bed generally.

The American Express company has leased Room 14, on the second floor, of the Adams express offices, for its depot offices, and will take possession March 1. The company badly needed more room, its present quarters being too limited.

The Big Four management has decided to expend some \$300,000 in improvements at Sandusky, which were begun by the Ohio, Indiana & Western and abandoned for want of funds. The improvements will greatly increase the dock facilities at that point.

More trains pass over the Pennsylvania road between Pittsburgh and Altoona every twenty-four hours than on any division of any railway system in the United States. During the last year the average of 325 passenger and freight trains passed over this division.

The Cincinnati, Hamilton & Dayton management is spending money quite liberally in improving the line between the Toledo, Findlay & Springfield road. It is already properly equipped, and as soon as the weather will admit the track is to be placed in good condition.

The passenger men connected with the Cincinnati, Hamilton & Dayton and the Louisville, New Albany & Chicago state that at no time since the two roads established their Cincinnati connection, has Chicago had the patronage been so large, which necessitates the putting on of additional sleeping coaches.

A Pennsylvania official who was in Pittsburgh a few days last week says it is understood that James McCrea will be elected first vice-president of the Pennsylvania Company, J. E. Davidson second vice-president, T. D. McLaughlin third vice-president, and Joseph Wood, general manager, is to have the title of fourth vice-president and general manager.

A movement is on foot in Chicago to close all freight depots at 5 p. m., with prospects of its being accomplished. For some years this has been the practice at Indianapolis, and it has been a benefit to the shippers as well as to the men in the depots, as freight have been forwarded much more promptly, the platforms being cleared of all outgoing freight before platform trains arrive.

On Friday, when the Chicago division of the Big Four, there were handled on the main line 1,000 loaded cars, the first time in the history of this division that over one thousand cars have been handled. Superintendent Bender says that when he first went on the road if 125 loaded cars were handled in twenty-four hours on this division it was considered good work, but this was twenty years ago.

The Lafayette Call says: "One of the new collectors on the Big Four system between here and Cincinnati was dismissed yesterday. He came in a name car, with the negro porter of the prior car and lost \$36 of the company's money, which the porter quietly slipped into his vest pocket. When it came to be at the other end of the road he had drawn upon his friends to make the account good, which, coming to the ear of the treasurer, resulted in his dismissal."

For thirty-eight years it has been claimed that an ordinary locomotive would not be able to carry its own weight up what is known as the Madison hill, at Madison, Ind. This led Harry Miller, the superintendent of the J. M. L. Louisville division of the Pennsylvania line, to make an experiment in this matter, and last week an ordinary switch engine, with loaded cars, succeeded in climbing the grade, where heretofore locomotives specially constructed for this work have been regarded as indispensable.

President Smyser, of the Ohio Falls car-works, at Jeffersonville, who has been in New York for a couple of months looking for business among the owners of Southern roads, returned on Saturday, bringing some large orders. This company now has twenty passenger coaches building, two modern United States mail cars, three hundred hopper cars for the Iron Ore Company of New York, and several hundred box-cars. The Terre Haute car-works are reported to be very busy, largely in building palace stock and refrigerator cars.

John Williams has been general manager of the Vandavia one year, and the manner the property has been handled is evidence that it would have been difficult for President McKenney to have selected a better manager for that position. While some economies have been introduced which considerably reduced the operating expenses, the business of the Vandavia line has not been promptly and satisfactorily to the patrons of the Vandavia line than in 1890, and the exemption from accidents has been such as to excite comment of a favorable character from officials of much more pretentious roads than the Vandavia.

A large number of general passenger and ticket agents are expected to meet in Chicago to-morrow from all parts of the country, to discuss the situation. This meeting

will probably take the place of the meeting called for March 17, which would be the regular annual meeting. George Daniels, of the New York Central, A. S. Hanson, of the Boston & Albany, E. E. Tomlinson, of the Erie, H. C. Lord, of the B. & O., L. P. Farmer, chairman of the passenger department of the trunk lines, and James Wood, of the Pennsylvania, will be in attendance.

A special dispatch to the Journal from Fort Wayne says: "It is stated on excellent authority that it has been decided to double track the Pittsburgh road between Erie, Pa., and Chicago. The traffic on the line is so heavy that the facilities for carrying the same are inadequate, and the increase expected through the world's fair made the improvement a case of necessity. Work will probably begin in the spring."

Business with the Big Four lines is increasing on the Chicago division so rapidly that the management begin to feel that something must soon be done to give the company an independent line into Chicago. The business of the Illinois Central increases largely every year, and the main line is the more important that the Big Four take some action in the matter. Should there be a road built from St. Anne, or another road, or there, over the Lake Shore road, by which the Big Four could use the Lake Shore terminal facilities at Chicago, it need not be a surprise, as the matter has already been up for discussion with the Vanderbilt people.

President and General Manager J. C. Clarke, of the Mobile & Ohio, William Britt Duncan, chairman of the board, New York, and J. P. Mackay, of Evansville, president of the Mackey consolidated system, were in St. Louis last night. There have been numerous rumors about for a week concerning the Mobile & Ohio, and in reply to the questions of a reporter, Chairman Duncan made the following statement: "I can only say that the Mobile & Ohio is not in the market for sale, whatever may be said to the contrary notwithstanding. No public importance is to be attached to the fact that Mr. Mackay has been over the road on this inspection trip. Some of his friends, and, so far as I know, he himself may personally also be interested in the securities of the property, and I have been only too happy to have him accompany me on this trip."

FUNERALS OF SOLDIERS.

Arrangements for a Large Indiana Representation at the Sherman Obsequies.

The Department of Indiana, G. A. R., will be represented at the funeral of General Sherman, in St. Louis, this week. H. C. Adams, General Carman and McGinnis have charge of arrangements, and special rates will be secured. It is requested that all members of the order throughout the state who desire to go will send their names to either one of these gentlemen, who will advise them of the day and train that the delegation will leave. Grand Army men are requested to wear dark clothes and soft felt hats, with black mourning badges, which will be furnished on train. It is essential that an approximate number of those going be ascertained as early as Thursday, to enable the transportation committee to compile its work. Maj. Robert Anderson Post will meet this evening, and all veterans are invited to present themselves to the committee and veterans will meet at Geo. H. Thomas Post to-morrow evening, to make further arrangements, and a final meeting will be held Wednesday evening, at Assistant Adjutant General Walker's office, No. 64 East Market street.

Honors to the Late Colonel Tripp.

A number of people from this city, old soldiers and Odd-fellows, went to North Vernon yesterday to attend the funeral of Colonel Hagerman Tripp, whose command, during the war was the Sixth Indiana. From many of the towns near by came large delegations, special trains being run to accommodate them. The procession that attended the body to the grave was one of the largest ever seen in that part of the State. There being five hundred Grand Army men alone in line. Rev. B. F. Foster, of this city, delivered the sermon.

The Court Record.

SUPERIOR COURT.

Room 1—Hon. Napoleon B. Taylor, Judge. John Vorhes vs. Indianapolis Car and Manufacturing Company; in matter of intervening petition of Olaf E. Olsen, for \$2,000, for alleged claims. Judgment for defendant.

Room 2—Hon. James W. Harper, Judge. John M. Todd vs. Connecticut Mutual Life Insurance Company; to collect commission. Verdict for defendant.

Room 3—Hon. Lewis C. Walker, Judge. Sarah Clark vs. William Clark; divorce. Decree granted plaintiff.

Room 4—Hon. Lewis C. Walker, Judge. Arabella Patterson vs. Andrew Patterson; custody of children given to the mother and property divided equally.

Room 5—Hon. Lewis C. Walker, Judge. Anna M. Baker vs. William H. Baker; divorce. Trial by jury.

Room 6—Hon. Lewis C. Walker, Judge. The Mutual Home and Savings Association vs. Chas. A. Dale; foreclosure. Judgment for \$1,275.15.

Room 7—Hon. Lewis C. Walker, Judge. Indianapolis Brewing Company vs. Lehigh Mosaic; account. Judgment for \$229.55.

Room 8—Hon. Lewis C. Walker, Judge. State ex rel. J. B. McElwaine vs. Charles E. Haugh et al.; mandamus. Tried and taken under advisement.

Room 9—Hon. Lewis C. Walker, Judge. Butler University vs. Ira M. Krutz et al.; foreclosure. Demand, \$1,500 and appointment of receiver.

Room 10—Hon. Lewis C. Walker, Judge. Frederick Terry vs. Lena Terry; habeas corpus to gain possession of child.

Room 11—Hon. Lewis C. Walker, Judge. Hon. Edgar A. Brown, Judge. Board of Children's Guardians vs. Frank Fossett and Carrie Fossett. Under advisement.

Room 12—Hon. Lewis C. Walker, Judge. Cecelia Nicolai vs. Louisville, New Albany & Chicago Railway Company; judgment on verdict for \$354.75. Motion for new trial denied and appeal prayed to Supreme Court.

Room 13—Hon. Lewis C. Walker, Judge. Board of Children's Guardians vs. Margaret Jennings. Custody of child given to the board.

Room 14—Hon. Lewis C. Walker, Judge. State vs. James Whittaker; perjury. Guilty. Motion for new trial overruled, and sentence of two years in State prison passed.

Room 15—Hon. Lewis C. Walker, Judge. State vs. Frank Thorn; burglary. Continuance granted to secure depositions.

Room 16—Hon. Lewis C. Walker, Judge. Fire West Indianapolis.

A vacant house in West Indianapolis, near the Kentucky-avenue bridge, was burned yesterday morning. It had been used as rendezvous of tramps, and it is presumed they set fire to it, either accidentally or purposely. Chief Webster on this occasion made his first run with the firemen since his illness. The loss amounted to \$500. Some adjoining property was threatened, but was saved with small loss.

Dental College Exercise.

The commencement and other exercises incidental thereto of the Indiana Dental College will occur Friday, 27th inst. At 12:30 p. m. the alumni association will hold its annual meeting, and two hours later a banquet is to occur at Tappan's restaurant. In the evening the commencement will take place in the Propylaeum.

Young House-Breakers.

John Ferriter and George Harris were yesterday arrested by patrolmen James and Fiekie, and identified by E. G. Boaz as the boys who entered his place, No. 222 East Washington street, last Wednesday afternoon, through a rear window.

They were frightened away before taking anything, but were slated for house-breaking.

Took Clothing and Jewelry.

W. F. Graeter's house, No. 795 North Tennessee street, was entered by thieves last night, in the absence of the family, and three suits of clothes, an overcoat and some jewelry taken. A rear window had been pried open, and the thieves left all the things in the second story burning. This was the first intimation the family had of what had been done.

Wife cured of malaria by Simmons Liver Regulator.

Thompson, Pastor M. E. Church, Leigh, Neb.

POWERS UNDER THE NEW CHARTER.

General Coburn Protests Against What He Calls Absolutism in City Government.

To the Editor of the Indianapolis Journal:

I ask you, in justice to myself, to publish the following letter to the editor of the Sentinel, which was delivered to him on the date stated, and which he kept several days and finally refused to publish. He professes to be in favor of fair discussion; his conduct is an ample commentary on his creed. Since the letter referred to was written to him the bill has been amended, but still needs more thorough and radical revision.

Taxation and representation should go together. Open, public discussion ought never to be discarded. The absolute power proposed to be intrusted to the Mayor should never be granted. Let me protest against the claim of the friends of this despotic charter that they comprise all the intelligence, industry and public spirit of this community. I refrain from denouncing this as an instance of egotism, and of the kind of self-righteousness. If the whole crowd of the friends of this bill were saints that would not make it salutary or expedient. I deny their sanctity, and I deny that they are as numerous as they claim to be. Let me humbly add that the opponents of this bill make no special claim to sanctity, public virtue or personal perfection.

JOHN COBURN.

INDIANAPOLIS, Feb. 14.

To the Editor of the Sentinel.

My attention has been called to an editorial comparing some of my views as to the powers of the board of public works, under the proposed charter, with some of its provisions. You have selected a sentence or two from a discussion of the powers of the board and put them in juxtaposition with the language of the bill, making an apparent contradiction. I suppose this was done for the purpose of making a point, and now ask that what I said may be printed in the Sentinel, or this statement of my views on the subject. You are a member of the board of public works, and the bill, and which I was invited to criticize, object to, or condemn, as I supposed; and I believe you are not averse to a fair discussion of it, especially as you disagreed with me at the meeting of the committee.

The point in controversy was whether the board of public works had power to contract with street improvements, let the contract and have the work completed without the assent, concurrence or other action by the Council and aldermen. I said the board had no such power, and that the members of the committee. As I understand the proposed charter a general appropriation for funds named in Section 61, which is as follows, is all that will be needed:

Section 64. All expenses incurred or authorized by such board of public works shall be payable out of the general fund of said city, and printed to the use of such board and available for the particular purpose, except where this act specifically directs that the same be paid for by assessments against property-holders.

Now, this section contemplates a general provision of a fund, in advance of a street improvement or any other expense for any other public work; no more in case of a street improvement than in any other case. A fund is provided for all expenses for the city's share of public works so that with the board of public works comes to act on any particular matter they are not compelled to go to the Council and the aldermen and obtain an appropriation of the city funds for the particular work, say for street crossings; that is already provided for, or ought to be, and nobody is to be consulted as to whether the contract is to be made and the work done but the board. It is not necessary that the Council and aldermen should ever have anything to do with the contract, and the aldermen and council members of the board do as they please, and consult nobody.

Myself and others of the committee I understand insist that the Council and aldermen control every street improvement by having to pass an ordinance or resolution appropriating for each improvement in advance of any money to be made and pay for the street crossings. I cannot find that in the bill. I find no such check on the action of the board as that. Can you point it out?

In connection with this I ventured further, and in a qualified form expressed my opinion and belief that an executed contract for a street improvement should be paid for, even if the general appropriation of funds fell short, as with many outstanding contracts and much public litigation, it might be uncertain as to what sum might be available under the general appropriations for any particular work. That was a matter of no moment, and a volunteer expression of belief outside of the real argument, and in a qualified form, and you quote this, as the real expression of my opinion. The great fact is that I had no such public works, under the bill, will have great, extraordinary and almost unlimited powers, and can, without consultation of citizens or the Council and aldermen, make any improvement, or the Council and aldermen, go on with all sorts of improvements.

I venture to suggest that the people, through their representatives in the Council and aldermen, ought to be consulted. We need no such haste in these important matters; we need no secret action. We need to have a frank and open discussion. I remember that a board of three men engaged in the business of a board similar to this, in Washington City, had a very serious quarrel, and that city, and the Nation finally, in trouble, and disgraced themselves by their reckless conduct. Speculations on the part of private parties, and the improvement with streets were many, and became notorious. The friends of the board bought up large quantities of cheap real estate, and very soon after the great expense, were forced through there, with an enormous rise in values, to the great joy of the recent purchasers, who were public spirited, active, energetic, and patriotic. I would let the representatives of the people act openly upon all such questions of improvement. The people have the right to be heard, and every day. Let them be consulted. That is free government. Why should they not be consulted? Why rob them of their valuable right to be heard, and to express their opinion? I am not afraid to consult them or to trust them in these matters. I am not willing to abandon popular government on this point, or on any other. Are you afraid of the people? Why should we have an autocrat in the shape of a Mayor, who will have power to make public spirited, active, energetic, and patriotic. I would let the representatives of the people act openly upon all such questions of improvement. The people have the right to be heard, and every day. Let them be consulted. That is free government. Why should they not be consulted? Why rob them of their valuable right to be heard, and to express their opinion? I am not afraid to consult them or to trust them in these matters. I am not willing to abandon popular government on this point, or on any other. 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